





ten cars were also a mass of wreckage. The first car was broken in two, and the other five cars were crushed under the weight of the wreckage. The cars were completely demolished.

Nine persons were killed in the first two cars, and the others in those cars were badly mangled. As soon as the crash came, a terrible cry arose from the smashed cars, and those who had not been injured quickly crawled to the assistance of the injured.

Many were pinned down by wreckage and had to be freed by the liberal use of axes. With three or four exceptions the dead were killed instantly, the others dying on their way to the hospital. All the injured were first taken to a shed at the Hatfield station, and the dead were removed to a barn. Messengers were sent to the nearby villages for physicians and a relief train was telegraphed from Bethlehem. With fifteen doctors and half a dozen nurses, a special train was sent from Bethlehem, but before it reached the scene of the wreck it was signaled to return to Bethlehem as a special train carrying nearly all the injured had started for that place. One of the run from Hatfield to the hospital three of the injured died. Great trouble was experienced in reaching the relative safety of the injured on the train so that the doctors gathered from near Hatfield could attend to the wounded.

The special train arrived at Bethlehem at 11:30 o'clock, and was met by fully 5000 persons, all clamoring to get a bit of news from the wreck, or trying to learn something about the victims among the victims. The news of the wreck had reached Bethlehem at 8 o'clock and spread like wildfire. All the policemen in town were gathered at the station, and it was with great difficulty that the injured were removed to the waiting ambulances and other vehicles which conveyed them to the hospital. All during the day people from Allentown, Catawissa and other places came pouring into Bethlehem, and confusion reigned throughout the city.

The second section of the excursion train, made up of persons from towns other than Bethlehem and Allentown, left soon after the first section, but was stopped before it reached Hatfield. As it could not get through on account of the blocked tracks, it was returned to Bethlehem, and there was great rejoicing at the narrow escape of its occupants from the catastrophe.

The Coroner of Montgomery county visited the wreck early, and went to the scene of the accident. He at once directed the removal of the dead to Lansdale, a short distance south of Hatfield. His presence there was a great help to the coroner. There are conflicting stories as to the responsibility for the accident. One version is that the engineer of the excursion train had been warned at Bouderton, the station above Hatfield, that the milk train was a few minutes ahead of him. Another story is that the train dispatcher's office at Philadelphia was at fault. The trainmen refused to talk of the accident.

Fifteen hundred tickets had been sold for the excursion to the seashore, and it was to have been the last of the season. W. H. Rosenberry of Lansdale, a Representative in the Pennsylvania House of Representatives, was on the train. He treated the accident as a joke, and was also internally injured. His condition is serious.

**FROM THE MINING FIELDS.**  
**TEN BLOCKS LOST AT ATLIN.**  
**Fire Destroyed the Business Part of the Town a Week Ago.**  
**VICTORIA (B. C.) Sept. 2.**—The steamer *Amur*, from Skagway, reports that the business section of Atlin City was wiped out by the Connelley fire. Ten of the largest business buildings were destroyed. The loss is over \$40,000, with little, if any, insurance.

**SEATTLE (Wash.) Sept. 2.**—Twenty-one of the crew of the British steamer *Orinoco*, wrecked on Douglas Island, arrived here tonight on their way to Vancouver. They say the steamer will be a total loss.

The Yukon River steamer *Bonanza King*, one of the fastest in the service, was wrecked in Fifty-Mile River, August 25, by striking a rock. Her forty-five passengers and the crew escaped in safety. A large merchandise cargo is a total loss. The steamer may be saved.

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**MONTPELIER (Vt.) Sept. 2.**—The campaign in Vermont closed last night with political gatherings in every city and town in the State. This year the canvass has not been quite as vigorous as that of four years ago, although the Democrats have done a larger amount of work.

The Republicans do not expect to equal the plurality of 48,000 which they secured four years ago.

**SOCIAL DEMOCRATS.**  
**STATE TICKET IN WISCONSIN.**  
**MILWAUKEE (Wis.) Sept. 2.**—The Social Democratic State Convention today nominated the following State and Congressional tickets: Governor—HOWARD TUTTLE, Lieutenant-Governor—GEORGE DICK, Secretary of State—C. M. MEIER, Treasurer—JOHN DORFELER, Attorney-General—RICHARD ELLNER, Superintendent of Public Instruction—







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## AMERICANS IN STEERAGE.

Unpleasant Conditions of Travel From Germany—"Kick" Against Vaccination.

(LA. P. NIGHT REPORT.)

BERLIN, Sept. 2.—[By Atlantic Cable.] Owing to the unusually heavy steved passenger traffic, as well as the interruption in sailings, owing to the Hoboken disaster, and to the watering of passenger steamers by the German government for use in these waters, many American citizens have recently been compelled to the steerage passage in returning to the United States.

The physicians of the North German Lloyd Steamship Company have

ties laws. Recently an American doctor, who was in Washington, D. C., was told by the State Department, in question to vaccinate Americans in the "stewage," on the ground that the law was intended to apply to immigrants only.

**NOTICE.**

The Liquor Dealers' Protective Association of Los Angeles County will hold a special meeting at New York Verlin Hall Monday next, September 1, 8 o'clock. All members are requested to attend.

**D. B. JERRISS,**  
President.

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